

HAMILTON COUNTY BOARD OF COMMISSIONERS
JUNE 16, 2003

The Hamilton County Board of Commissioners met on Monday, June 16, 2003 in Conference Room 1A in the Hamilton County Government and Judicial Center, One Hamilton County Square, Noblesville, Indiana. President Holt called the meeting to order and declared a quorum present of Commissioner Christine Altman, Commissioner Steven C. Dillinger and Commissioner Steven A. Holt.

Noblesville Road Projects:

Mr. Jim Neal reviewed Hamilton County's plans for road projects in Noblesville in 2003. There are several resurface projects, Hazel Dell Parkway road reconstruction and extension of 146th Street north of Boden Road. An interlocal agreement between the City of Noblesville and Hamilton County is needed for 146th Street extension and should be a priority. The county has done the survey work for the 146th Street extension.

Hazel Dell Parkway: (1:36:48)

Dillinger motioned to execute the Title Sheet for Hazel Dell Road project. Holt seconded. Motion carried unanimously.

146th Street Extension: (1:37:04)

Mr. Howard distributed and reviewed a spreadsheet on the 146th Street extension project. The City has created two TIF Districts in this area. One TIF District is Brooks School/Boden The other TIF District is either side of 146th Street from Cumberland Road to Brooks School/Boden. The thought was that the county would do the land acquisition and the city would bond the project and apply the assignment of the INDOT money to the construction costs. This would mean the city would have a \$10 million shortfall and would need \$1 million per year in TIF beginning in fiscal year 2010 to do the project. Mr. Neal corrected the numbers on the spreadsheet - 2005 third quarter should be \$1,000,000 local funding and \$2,500,000 state funding. In 2006 local funding should be \$1,000,000. Mr. Kevin Jump stated the city has agreed to accept Greenfield Avenue in it's entirety into our inventory for maintenance. The "L" is if you start at the existing Boden Road/Greenfield intersection, extend Boden Road south to the proposed 146th Street and take the proposed 146th Street section east to limited access right of way of I-69. This presently under contract for engineering. Dillinger stated there were four or five issues that needed to be decided. Mr. Howard stated one of the issues was Greenfield would be taken over for maintenance and it would be urban standard with curbs and gutter. Mr. Jump stated there were two issues, one is the urban verses rural cross section where the median would be developed with a curbed interior median for the roadway and the other issue was site access control onto the property. With the new section of 146th Street there would be no additional right of way cuts or any access points off of 146th Street, which we felt was vital for the city's intent to proceed forth with economic development. Mr. Jump stated that there was an agreement but we needed to clean it up a little bit. Holt stated his recollection of the discussion was that the site access control was the county's issue because we would did not want a stop light every 150 yards because it defeated the purpose of having an east-west thoroughfare. The city's position was in regard to Republic, that you needed to stop traffic to get them in and out and look at an

access road scenario that would accommodate that. Mr. Jump stated we added an access point in the city's "L" section. Mr. Jump stated we were getting to the point of letting the city know what they had in their ability to promote the development of this corridor. Mr. Davis stated we are trying to identify potential access point ahead of time so any future developers will know where the access points will be on this section. Mr. Jump stated we wanted to set up parameters where we knew it would be in a range that we could promote traffic progression. Adding access points can benefit traffic progression, in some cases, and not back up some of the intersection. We were saying that, but we had not demonstrated that yet. Holt asked if it would make sense for the technical folks to get together and resolve everything and record everything that is not resolved and call another meeting on 146th Street? Altman stated she would like to see the overlay of the land use that has been specified. Dillinger stated from his prospective the two main concerns from a county standpoint are that we make sure traffic is flowing fluently at some rate of speed and speed limits and road cuts. Altman stated she agrees on traffic flow, but we have a huge investment to the west that has to connect and that is why we are working on this connection. If we block it up and we have a Kokomo sitting in the middle of 146th Street, we have wasted a lot of money. Holt stated we are on the same page. (1:54:34) Holt stated the other issue was the swale verses the urban curb on the section that is closer to town. If we did the swale and acquired the additional land to do that, would that not benefit a future generation that decided to expand the road and go back to an urban curb? Mr. Jump stated you would have the additional right of way. We have modeled, as part of our road impact fee study, we are aware of the future needs of 146th Street thru Noblesville. When you have the wide median you can build in to the road and build it closer. The thing about the swale is that you can go back and make retrofits and enclose the storm drainage, it becomes very costly when you revisit a project again. That is why we looked at building into the median to try to reduce some of the costs of revisiting the project. The other thing was getting away from the sales with the urban cross section is cost of land. A lot of this property value has more potential than it has had before. To a lot of our benefits it has been rezoned. Holt stated would we not be better off to acquire that ground now as opposed to 15 to 20 years from now? Holt asked what do the long term studies show for Noblesville and that segment? What is the ultimate build out? Mr. Jump stated right now, based on the zoning we have in place as of today with the other road improvements that are proposed with our thoroughfare plan, 146th Street is a six lane roadway. Holt asked if that is all of Washington, Adams and White River build out as well? Mr. Jump stated that is completely Noblesville Township. Holt stated that is why that theory will fail because it is envisioned as a cross county thoroughfare that will carry people who have not decided to move here yet. Altman stated she appreciates what is being said, but she does not want to jeopardize the project because we don't have current funding to build what we need now. She would rather see Noblesville take the lead on it's land use and make sure we don't have any structures in the six lane build out and then as we build out, future generations will have to pay for that. Holt stated in previous discussions the urban sections would be more expensive. Mr. Jump is saying because of the current land costs maybe it is a wash and if it is a wash he would rather buy more land and have the flexibility in the future to build the road that will need to be there. Mr. Jump stated one way to approach it may be to buy the right of way that you need to accommodate the needs you have today and as development comes along you acquire the additional right of way as grants. Mr. Howard asked if the plan is to set all the utilities out as far as possible? Mr. Jump stated the one thing about 146th Street and the corporate campus is that there are very high zoning standards in place for development, especially along 146th Street. He can not speak to all of the zoning, but there are

setbacks and landscaping requirements for buffering. If you need to remove landscaping items in the future to accommodate the transportation network, that is an easy decision. Holt stated in the segment we are discussing now there is not a corporate campus? Mr. Jump stated yes, all the way. Dillinger stated he agrees with Holt but he would think they can take care of the setbacks with the zoning, why should we spend the county money buying that, when they can protect it by zoning and have it donated by industries that will be developing. Holt stated in the figures we looked at last summer it was cheaper to do the swale than the urban. Mr. Neal stated our consultant is doing a economic analysis. Altman stated from a liability standpoint she does not believe we are not better served by the urban, if we can afford it. Dillinger stated this will all be in the City of Noblesville. Mr. Howard stated there is only a two lane bridge over I-69 and they may make it three lane in the foreseeable future. We met with Verizon and INDOT and INDOT indicated there was \$280 million of improvements along I-69 and none of that included improvements to the bridge other than making Greenfield Avenue three lanes. Dillinger asked what is Verizon contributing to this? Mr. Howard stated they are contributing up to \$215,000 now and up to \$315,000 toward the debt service, but they will help in the construction costs of the "L". (2:03:54) Altman asked to be brought up to speed on the spend down of the SR 238 money? Does our right of way costs go toward the \$125? Mr. Howard stated no, the federal government has changed their standards, the 80/20 goes toward construction. The interlocal agreement of November 12, 2002 specifies reimbursement of construction costs no earlier than fiscal year 2006. Dillinger asked Mayor Redick what his position is on urban verses rural? Mayor Redick stated he would probably favor whatever Kevin would favor. His goal is to make it happen. Mr. Davis asked if it is intended as you buy right of way for 146th Street that you buy access rights from the property owners? Mr. Jump asked make it a limited access corridor for some areas? Mr. Davis stated right. Mr. Jump stated he is not sure we need to take that step. If the roadway is under the control of the county, then you are protected. Mr. Davis stated he does not think we are. Mr. Howard stated the City will have to look at their zoning standards for this area and will have to provide for access roads. The City will have to amend their corporate campus zoning, once we decided the number of interchanges, then the zoning will have to require access roads in that area. We can not landlock a parcel, unless you compensate for the access rights or there is some other comparable means of access. You will have three road cuts that will most likely occur, Howe, Promise and Marilyn. Dillinger asked if the access roads have not been in the planning? Mr. Howard stated they are implied, not expressed. They are not mandated in the zoning. Holt asked if our lobbyist has said if it would make sense to have the interlocal agreement in hand when applying for federal highway funds? Dillinger stated nothing has been said. Mr. Howard asked if "limited access unless otherwise agreed" into the agreement? Consensus was yes. Mr. Howard will include in the agreement that Noblesville will be responsible for amending their zoning ordinance to require access roads and we will also look for funding to condemn the access.

Hazel Dell Project: (2:16:11)

Mr. Neal stated we need to resolve what we are going to do north on Hazel Dell. We came to the Drainage Board with the drainage study. According to the interlocal agreement, the county and the city split additional costs. We have a proposal for engineering, survey for the reconstruction of the AJ Brock Drain at \$107,000, which would be \$53,500 each. The Drainage Board gave us permission to proceed with engineering. Mr. Jump stated when it is reconstructed we can capture money later from future development. Mr. Neal stated that is our intent, to be

handled through the County Surveyor.

Kirkendall Creek Bridge:

Mr. Neal stated with the work that Brenwick is going to be doing on the south end of Hazel Dell, they will be stopping short of the Kirkendall Creek Bridge. That bridge is slated for replacement. Mr. Neal asked if we should accelerate our portion of the project so we can go ahead with the bridge replacement. Mr. Jump stated Brenwick has discussed the possibility of a 30 to 45 day closure of Hazel Dell while they construct the underpass for the pedestrian walkway under Hazel Dell. Mr. Neal thought if there was a closure granted it would be nice to take advantage of that closure period and begin the bridge work. There is no construction funding in place for that. Mr. Neal stated if the City will allow that closure, between the two structures there are no residences. Altman asked where does that fall under our bridge plan? Mr. Neal stated it does not fall under the bridge plan, it falls within road reconstruction. The bridge itself is fine, when we did an analysis it was more beneficial to replace it. Mr. Neal stated we will try to take the funding out of one of the bond funds, if we can find enough money. Mr. Howard asked if Brenwick is bringing the reconstructed 156th down and joining Hazel Dell south of the Kirkendall Bridge. When they get those roads you will have a new road up to 156th goes west and you will have a road that does not exist today over to Cherry Tree. If you have both of those in place in 2004, the closure would not be as harsh as it might otherwise be. Mr. Neal stated the replacement bridge is a con-span. The roadway elevation will be lowered, the existing bridge is too high. Altman asked if Brenwick is going up to the bridge? Mr. Jump stated what we call a new 156th street is actually 154th Street that will replace the functionality of 156th Street. They are fully developing that intersection and tapering as you go north on Hazel Dell into a two lane section, which crosses over Kirkendall. Mr. Neal stated if we put the structure in, we would not have to build out all the lanes. We would have to do the earthwork and put two lanes on top of it. Altman asked Mr. Neal to get the numbers.

Altman asked that we reconvene as a whole. Dillinger stated the staff needs to work it out, make the adjustments that they can make and bring it back with a goal of four weeks.

Altman stated a trip to Washington D.C. trip would be helpful. Dillinger stated we need to coordinate this trip with Dan Burton's office. Dillinger will contact Burton's office.

Holt asked Mr. Jump to let the Commissioner's know when they need to meet again and ideally it would be in the next four weeks.

2004 Highway Budget: (2:29:47)

Mr. Davis requested Commissioner's comments on the COIT portion of the 2004 budget. Consensus was to turn in the budget to Mr. Swift as submitted by Mr. Davis.

Sheriff's Vehicles: (2:33:33)

Sheriff Carter asked if it was appropriate to move forward with the purchase of vehicles and the trade-in of existing vehicles. Mr. Howard asked Sheriff Carter to get copies of the quotes of the vehicles for the record.

Meeting recessed at 2:36. Meeting reconvened at 2:39.

Sheriff Carter stated the numbers for the 4-wheel drive vehicles are not in yet. Dillinger motioned to approve purchase of Sheriff's vehicles. Altman seconded. Motion carried unanimously.

Altman motioned to adjourn the meeting. Holt seconded. Motion carried unanimously.

Present

Christine Altman, Commissioner
Steven C. Dillinger, Commissioner
Steven A. Holt, Commissioner
Dennis Redick, Mayor - City of Noblesville
Kevin Jump, City of Noblesville Engineer
Brad Davis, County Highway Director
Jim Neal, County Highway Engineer
Joel Thurman, County Highway Department
Dustin Teachnor, County Highway Department
Mike Howard, Attorney
Robin M. Mills, Auditor
Kim Rauch, Administrative Assistant to Auditor
Doug Carter, Sheriff
Diana Lamirand, Ledger
Scott W.L. Daravanis, Noblesville Daily Times